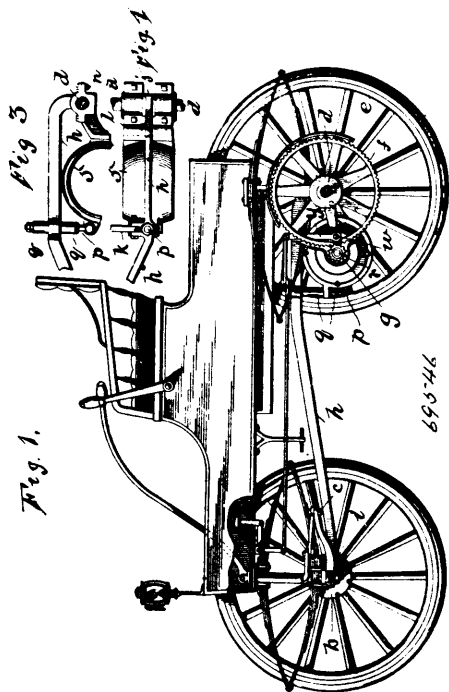
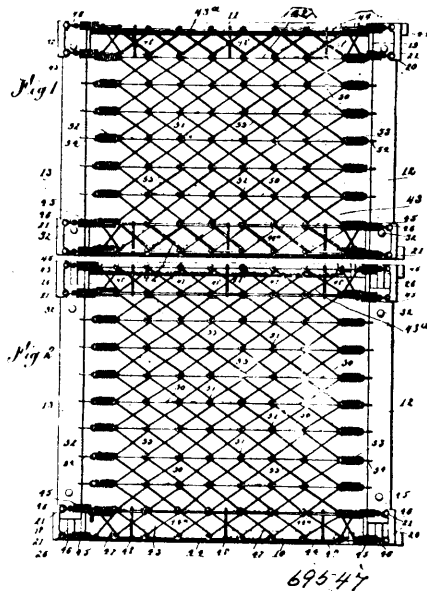


No. 69,546. Automobile. (*Automobile.*)

The Hewitt Lindstrom Motor Company, assignee of Charles August Lindstrom, all of Chicago, Illinois, U.S.A., 29th November, 1900; 6 years. (Filed 2nd June, 1900.)

**Claim.**—1st. In a motor vehicle, the combination of the front and rear axles, and two perch members, each united with the front axle by a swivel or universal joint, and with the rear axle by a connection which will permit vertical swing of the perch on the rear axle, but prevent lateral movement thereof, substantially as described. 2nd. In a motor vehicle, the combination of the front and rear axles, two perch members, each united with a front axle by a swivel or universal joint and with the rear axle by a connection which will permit vertical swing of the perch on the rear axle, but prevent lateral movement thereof, and a transverse bar pivotally connected to the said perch members at a point intermediate the axles, substantially as described. 3rd. In a motor vehicle, the combination of the front and rear axles and the reach connecting said axles, of the motor hinged to the rear axle beneath the reach member so as to be capable of swinging vertically, and a suspension device connected to the front part of the motor and suspending the same from the overlying reach, and cushions on said suspension device above and below the reach, for the purpose and substantially as described. 4th. The combination in an electric vehicle, with a front and rear axle, longitudinal perches on side bars having their front ends pivotally connected to the front axle and their rear ends independently supported on the rear axle, of motors, casings therefor which have their rear ends independently and loosely mounted on the rear axle, and devices for suspending the forward ends of said casings to said perches on side bars. 5th. In a vehicle, the combination with a non-rotatable axle, of individual wheel shafts mounted upon the ends thereof, two perch members, each united with said stationary axle by universal joints, and an additional axle, said perch members having at their other ends a rotatable or swinging connection with the latter axle. 6th. The combination with a non rotatable axle, of individual shafts for the steering wheels supported upon said axle, a perch member having connection at one end with said axle by means of a universal joint and journaled to the driving axle at the other end, and a motor having pivotal connection with said driving shaft and having a yielding connection with said perch. 7th. The combination in an electric vehicle, with the front axle, the rear axle and a supporting frame consisting of two longitudinal side bars, having their forward ends swivelled to the front axle, and their rear ends loosely mounted on the rear axle, of the motors, means for imparting the motion thereof to the rear wheels and casings within which said motors are housed, which have their rear ends independently supported on the rear axle and their forward ends supported by the said side bars. 8th. In a motor vehicle, the combination of the axle, the wheels thereon, the independent motors beside each wheel and gearing between said motors and the wheel, each motor being suspended from the axle by a hinged joint, so as to be capable of a swinging movement around the axle with the reach members hinged to the rear axle, and a suspension device attached to the front side

of each motor and suspending the same from the adjoining reach member, for the purpose and substantially as described. 9th. The combination in an automobile of the axle and a suitable motor frame, with a bracket rigidly connected to said motor frame and having a bifurcated outer end pivotally connected or hinged to said axle, and a reach pivotally connected at one end to said axle between the bifurcations of said bracket and to which reach the opposite side of said motor frame is secured. 10th. The combination in an automobile of the axle, and a motor frame, with a bracket rigidly connected at one end to said motor frame and having its opposite end bifurcated and pivotally connected to said axle, and a reach to which the opposite side of said motor frame is suitably secured, and one end of which is pivotally connected to said axle at a point between the bifurcations of said bracket. 11th. The combination in an electric vehicle, of the front axle, the rear axle, and the supporting frame consisting of two corresponding longitudinal perch bars, the forward ends of which are independently swivelled to the front axle, and the cross bar having its ends pivoted to and connecting said perches with the motors, means for imparting the motion thereof to the rear axle, and casings within which said motors are housed, said casings having their rear ends independently supported on the rear axle and their forward ends independently supported by said perches.

No. 69,547. Bed Spring. (*Ressort de lit.*)

Guay & Co., a firm composed of (Georgiana Guay, of Maxwell and Thomas Monroe, Alexandria, assignees of Alfred Guay, of Maxwell aforesaid, all in Ontario, Canada, 29th November, 1900; 6 years. (Filed 7th November, 1900.)

**Claim.** 1st. A spring bed comprising a frame having its members slidably connected together, means for adjusting certain members with respect to the other members, and a bed bottom carried by the adjustable members, substantially as described. 2nd. A spring bed comprising a frame having its cross and side rails slidably connected together, means for adjusting the side rails relative to the cross rails, a bed bottom carried by the cross rails and one or more auxiliary bed bottom sections arranged to fill the spaces between the side rails and the edges of the bed bottom, substantially as described. 3rd. A spring bed comprising a frame, a bed bottom, means for shifting the side and cross rails relative to each other, and auxiliary bed bottom sections arranged to fill the spaces between one or both edges of the bed bottom and the side rails, substantially as described. 4th. A spring bed comprising the side rails, the cross rails, corner irons connecting said rails together adjustably, means for shifting the rails of one set with respect to the rails of the other set, a bed bottom carried by the cross rails, and an auxiliary bed bottom section shiftable with the side rails, substantially as described. 5th. A spring bed comprising side rails, the cross rails, the corner irons connecting said rails, means for shifting the side rails with respect to the cross rails, a bed bottom on the cross rails, and auxiliary bed bottom sections attached to two of the corner irons and supported thereby in shiftable relation to the main bed bottom, substantially as described. 6th. In a spring bed, a corner iron comprising a slotted base plate, a back plate, and a front flange, combined with a side rail to which the corner iron is secured, a cross rail shiftable fitted in the corner iron, a bed bottom connected to the cross rail, and an auxiliary bed bottom section connected to the corner iron, substantially as described. 7th. In a spring bed, a corner iron fashioned to embrace a cross rail and provided with a